

FLOODS AND ICE-GORGES.

WIDESPREAD DAMAGE IN THE WEST.

THE RAILROADS OF OHIO AND INDIANA INJURED BY HIGH WATER—SEVERAL TOWNS PARTLY SUBMERGED—LOSS OF LIFE IN RAILWAY ACCIDENTS—THE ICE-GORGES IN PENNSYLVANIA MOVING.

The reports from the flooded districts of Western Pennsylvania, Ohio and Indiana show that the railroads have suffered considerable damage by washouts and ruined bridges. Travel has been much delayed by the high water, and parts of the towns of Fremont and Defiance, in Ohio; Allegheny City and Pittsburgh, in Pennsylvania; and Wheeling, W. Va., have been submerged. Many families have been forced to abandon their homes. The floods in Ohio, which are the highest known for many years, are confined to the eastern and central parts of the State. The waters have begun to recede. The ice-gorges in the Susquehanna and Delaware rivers have begun to move. No serious danger is anticipated along the Delaware, but it is feared the Susquehanna will overflow at Plymouth.

LOSS OF PROPERTY AND LIVE STOCK.

THE LOWLANDS OF OHIO AND INDIANA SUBMERGED—NARROW ESCAPES FROM DROWNING.

(BY TELEGRAPH TO THE TRIBUNE.)

CINCINNATI, Feb. 5.—Telegrams received here to-night from all parts of Ohio tell one story of devastation. All the lowlands have been submerged and the destruction of property is almost incalculable. The waters are now receding, and the worst is over. Several instances are reported in which lives have been saved, so sudden was the rise of the river. Along the Scioto Valley the damage is roughly estimated at \$1,000,000. In the flats north of Columbus the damage is very heavy, and thousands of people were temporarily rendered homeless, many in a destitute condition.

In Sandusky County over three hundred families have been driven from their homes, some barely escaping with their lives. At Tiffin forty-five dwellings were submerged on Sunday night, the occupants being compelled to seek shelter elsewhere, some with only a few moments' warning. Several bridges were carried away and the damage is estimated at \$100,000. The Miami was higher than ever before, and the lowlands of Miami County are all flooded, causing much damage to property. Along the line of the Dayton and Michigan road there are many washouts and travel has been greatly impeded to-day. Travel was suspended to-day on the Pittsburgh, Fort Wayne and Chicago road. Reports from many places tell of the loss of property. The losses varying from \$3,000 to \$10,000. Reports from Indiana to-night are to the effect that great damage has been done in the southern portions of that State. Railway and other bridges have been carried away, and many farms have been left without fences. Many farmers report all their live stock carried away and drowned. The greatest losses are along the Walsh and White Rivers.

THE HIGHEST WATER KNOWN IN OHIO.

SEVERAL TOWNS FLOODED—OVER 100 FAMILIES DRIVEN FROM THEIR HOMES.

COLUMBUS, Ohio, Feb. 5.—Reports from all parts of Central Ohio show the highest water, by from six to twenty inches, ever known. The Scioto River here was fourteen inches higher than ever before, and the damage enormous, mostly to the inundated portion on the west side. Over 100 families had to quit their homes. The river by noon to-day had fallen two feet, and the worst is over. Reports from all points, especially along the Scioto and its branches, show a loss of bridges and the devastation of farms. Reports from along the Ohio canals to-day show general losses by the washing-out of banks and aqueducts, but they are not so serious as was expected last night. Trains went out on all the roads this morning. The water works, the locks and all other danger points are relieved.

The streams in the neighborhood of Springfield, but no additional damage was reported to-day.

CLEVELAND, O., Feb. 5.—The heaviest loss by the flood to the lumber firms are as follows: Monroe Bros., \$80,000; Forbes, Barstow & Co., \$60,000; Cleveland Saw Mill and Lumber Company, \$50,000; Sturtevant & Co., \$20,000; Hawley & Newton, \$13,000; Rust, King & Clint, \$10,000; Fisher, Wilson & Co., \$8,000; Thomas Cahoon, \$4,000; P. Prentiss, \$4,000; Fred. Henpy, \$3,000; Hubbell, Brown & Co., \$1,000; and N. Mills, \$1,000. Many other firms lose several hundred dollars each. Walworth Run, a small creek in the city, became a raging stream, and caused Weitz's ice-pond dam to give way, and great damage was done.

The river has subsided to-night to nearly its ordinary level. The total loss on lumber is \$200,000.

The owners of lumber have appointed trustees to recover as much as possible of their property afloat and stolen and to sell and divide the proceeds pro rata.

A dispatch to *The Leader* from Marion, Ohio, says:

"The flood has swept away two bridges and the County Commissioners ordered one to be blown up to prevent it knocking down others. The Bee Line bridge over the Scioto River was two feet under water to-day. It was saved by keeping a heavy train on it."

A dispatch to *The Leader* from Seville says:

"Chippewa Creek has overflowed and inundated the adjacent land for miles, destroying a large amount of property."

A dispatch from Canal Dover to *The Leader* says:

"The Tuscarawas River, and Sugar Creek have flooded the low lands and carried away part of the Cleveland and Marietta Railway bridge. The stations on the Connetion Valley Railway are accessible only by boats. The iron furnaces have been obliged to shut down, and railway communication has stopped."

Reports from all points in northern Ohio state that the freshest is rapidly subsiding and no further damage is feared.

The report of the Nickel Plate bridge at Wiloughby being swept away is contradicted.

The town of Fremont is flooded and several persons are reported to be drowned. One hundred houses in the southern portion of Canton are under water. The weather has been clear and cold there for the past thirty hours. At Excelsior yesterday the wax works owned by the Standard Oil Company, and two foot-bridges, were carried away, five tanks were emptied of oil, fifty barrels of wax destroyed, the fire put out and the machinery injured.

At Youngstown the Mahoning River is still rising, and Brown, Bonnell & Co.'s iron mill is in great danger of having to shut down in consequence of the river had risen thirty feet and everything was flooded. Turbidity's wagon works, situated about forty rods from the banks of the stream, was inundated. At points along the Mahoning River, between here and Defiance, the water is still rising, and it is reported that there has been considerable destruction of property. Buildings are flooded and bridges damaged. There are no indications of a break-up here yet.

CINCINNATI, Ohio, Feb. 5.—The heavy rains which caused such disastrous floods in western Pennsylvania, northern Ohio and Indiana, did not reach this point, and whatever rise may occur in the Ohio River will come from the upper streams. The rain here on

Saturday was not unusual, and was succeeded by colder weather before morning.

CONDITION OF OHIO RAILROADS.

ACCIDENTS AND LOSS OF LIFE IN NORTHEASTERN OHIO.

CLEVELAND, Ohio, Feb. 5.—The railways centering here report as follows to-day: The Lake Shore trains are running partly over the Bee Line; the bridge over the Huron River is gone and half of the Lake Shore bridge at Fremont is down. The Fremont bridge was weakened by the rush of ice against the abutments yesterday and went down with a freight train, the conductor, Isaac Parker, and a brakeman being killed. The "Nickel Plate" Huron River bridge is expected to be repaired to-day. On the Cleveland and Pittsburgh road no serious damage has been sustained, but a blockade has occurred, occasioned by the New-York, Pennsylvania and Ohio road being obliged to use portions of the road. There is no damage to the Cleveland and Columbus road and trains are on time. The Lake Erie and Western bridge at Fostoria was swept away. At Mahoning bridge, yesterday, one foot of the Pittsburgh and Western Railroad was swept away. At New-Castle junction the Ashtabula and Pittsburgh Railway is three feet under water. Trains from Sharon, Penn., could not reach the city. The iron bridge at Hilltown was carried away.

A Canton dispatch dated yesterday says: "A south-bound freight train on the Valley Railroad was derailed last night in consequence of a washed-out culvert. The locomotive was overturned, and the fireman, John McAllister, was killed, and P. Ingersoll, the engineer, was fatally injured. The Connetion Valley Railroad bridge, south of the city, was washed away, and a large portion of the Stratsville division is under water. A Pacific express train on the Pittsburgh, Fort Wayne and Chicago road, was stopped at Louisville, because Bridge 18 was washed away. The train was backed to Alliance, and was then divided into two sections. It then started for Orrville by the Cleveland and Pittsburgh Railroad, a connecting branch. Between Akron and Orrville the first section was 'derailed' by wash-out, and the locomotive of the second section derailed into it, telescoping the sleeping car, and killing the porter and severely injuring half-a-dozen passengers."

The Cleveland and Columbus Railroad bridge at Excelsior was saved by running the railway trains on it and by energetic work in fencing off the floating ice and driftwood. All the railroad tracks leading out of Toledo are under water, and many bridges are damaged so much as to make them unsafe. Trains went out of Columbus this morning on all the roads.

AKRON, O., Feb. 5.—Fuller information received to-day increases the previous estimates of the losses by the floods. The New-York, Pennsylvania and Ohio Railroad trains running between Canton and Gallatin, the Cuyahoga Valley road cannot be operated for several days to come. The Connetion Valley road will send a trial train from Canton this afternoon. On the Tuscarawas Valley road trains have been abandoned. Draining the water south by Summit Lake to save the city carries away the bridge on the Cleveland, Akron and Columbus Railroad just at or near a creek at the water express train had passed by. A C. & N. train coal train has been "derailed" at a point in a washout, and the brakeman, James McAllister, was killed.

The losses by the floods in this city and county are increased to \$50,000 by damage to the peninsula and the Ohio Canal Companies. The carrying away of a bridge by a flood and the destruction of the bridge will further increase the losses. The Valley Railroad is reported to be under water for twelve miles south of its terminus. The large costly iron bridge over the Cuyahoga River at Breckinville is gone. The body of Mary Strapp was found to-day a few hundred yards from her house frozen in the sand. A constant rain on the Valley road came through from Canton this afternoon.

THE DAMAGE IN WESTERN PENNSYLVANIA.

PARTS OF ALLEGHENY CITY FLOODED—OVER \$100,000 DAMAGE IN AND NEAR PITTSBURGH.

PITTSBURGH, Penn., Feb. 5.—The apprehensions which were entertained here owing to the phenomenal rise in the Allegheny River have been allayed, as the water had been stationary for several hours up to 2 o'clock this afternoon. The bridge connecting Allegheny City with Herr's Island was swept away this morning and was carried against the Mechanics-st. bridge, doing considerable damage and closing the bridge to travel. The Pittsburgh and Western Railroad Company has suffered severely, every bridge culvert from Colliery Junction to this city having been washed away; but the company has been able to run out trains by using the West Pennsylvania tracks. The Allegheny Valley and Fort Wayne roads have also suffered greatly, and travel on the Allegheny City and the south side are under water, and many of the workshops and foundries have been compelled to suspend operations until the flood subsides. The damage here will exceed \$100,000, while the loss above here cannot at present be approximated. The Monongahela River did not put out much water, but it is rising. The ice in the Youngstown River remains intact, and no damage has resulted to the coal-boats moored at different points along the river.

Dispatches from Kittanning this morning state that the water is falling there, between seventy-five and one hundred families are living in the second-story of their houses, and the water is rising; there is great suffering among them on account of the cold weather. All trains are delayed.

A number of bridges across the Nesquehanna Creek at Nesquehanna have been washed away. All the manufacturing factories have shut down, and hundreds of families have been washed out.

HIGH WATER THROUGHOUT INDIANA.

ALL THE RAILROADS DAMAGED AND REGULAR TRAINS ABANDONED.

INDIANAPOLIS, Ind., Feb. 5.—The White River reached its highest at noon to-day. This is the highest point it has ever been known to reach. Its highest point is to recede. The damage, though very serious, cannot be estimated as yet. Eight inches of water were on the floor of the engine house of the water works, and it was feared that the supply of water for the city would be cut off, but that danger is apparently over.

The Wabash River is high at all points, and two spans of the Wabash, St. Louis and Pacific Railroad bridge are down at Logansport. Regular trains are abandoned.

The rivers are general throughout the State, nearly all the railroads having suffered damage from washouts and the loss of bridges. On account of the disordered condition of the telegraph lines it is difficult to get accurate information.

AN ICE GORGE IN THE SUSQUEHANNA.

WILLIAMSPORT, Penn., Feb. 4.—The Susquehanna River here is ten feet above the low water mark. The ice gorge which had formed above Lock Haven moved this morning, and is now lodged at the upper end of the Williamsport boom. There are no present fears of trouble.

WILKESBARRE, Penn., Feb. 5.—The ice in the Susquehanna River was swept away this afternoon and is jammed at Plymouth. The water is rising and a flood is anticipated.

THE DELAWARE ICE GORGE MOVING.

MILFORD, Penn., Feb. 5.—The ice in the Delaware broke up this afternoon and passed out without damage. The scarcity of water caused a jam several times. The ice is still running thick.

WHEELING PARTLY UNDER WATER.

WHEELING, W. Va., Feb. 5.—The Ohio River is now thirty-one feet nine inches high and is rising at the rate of seven inches per hour. Its surface is a mass of ice and slush, with a large quantity of driftwood, barrels, fences and small bridges. About noon a barge with two wagons passed, and shortly after a flat with a new buggy went down the river, one end being sunk. The fair grounds of the State Exposition Association and other low parts of Wheeling Island are under water, as well as a few of the low portions of the main part of the city. Some of the residents of the island, the streets of which are usually submerged by high water, are moving out.

FLOODS AND ICE IN ILLINOIS.

(BY TELEGRAPH TO THE TRIBUNE.)

CHICAGO, Feb. 5.—A dispatch from Springfield,

Ill., says: "The great storm completely devastated this city. The beautiful shade trees which have been the capital's pride for years are in ruins. Large boughs, freighted with ice, have been crashing down day and night since the bad weather began. Many trees were coated heavily and the limbs adhered tenaciously that the trunk were unable to support their load. The streets were almost impassable. For safety the roadways were preferred to the sidewalks. Telegraph wires and poles were levelled, and communication with the outside world was almost wholly shut off. The damage to property was heavy. The grand panorama has been expensive; upward of \$100,000 will be needed to foot the bill."

The ice is gorged at the mouth of the river here, but as the current is very slow no danger from a flood is anticipated. The chief source of anxiety is the crib in the lake at the source of the city's water supply. For men are kept busy there removing the ice from the inlets to the water tunnel, and need more help. If the inlets become choked the water supply will be cut off. The men have provisions for only a few days, and it is impossible to get to them with a tug. An attempt to cross the broken ice to the crib on foot, was extremely dangerous. Trains are running on time in every direction, but most incoming trains are from one to four hours late. The Pittsburgh and Fort Wayne and the Baltimore and Ohio roads are suffering detention on account of the floods in Ohio.

THE GENESSEE RIVER RISING.

THE ICE GORGE AT MOUNT MORRIS BEKIN.

ROCHESTER, N. Y., Feb. 5.—The water in the Genessee River at Geneva and Avon was rapidly rising this morning. The ice gorge at Mount Morris broke at 7 a. m.

MAILS DELAYED BY THE STORMS.

The floods and storms in the West and South caused some delay to the mails. Many of the trains from the West have been delayed for days past. The New-York Central mail due at midnight on Sunday did not reach here till 7 o'clock yesterday morning, and the Chicago mail due at 3 p. m. on Sunday did not arrive until 4:30 a. m. yesterday. Several dispatches from the West have been delayed for days past. The New-York Central mail due at midnight on Sunday did not reach here till 7 o'clock yesterday morning, and the Chicago mail due at 3 p. m. on Sunday did not arrive until 4:30 a. m. yesterday.

SOUTH CAROLINA OUTLAWS CAPTURED.

(BY TELEGRAPH TO THE TRIBUNE.)

COLUMBIA, S. C., Feb. 5.—A revenue party from Greenville, commanded by Deputy Usher, captured "Jack" Gosnell, the notorious outlaw and "moon-shiner," in the Santee Mountains yesterday, together with his son William Gosnell, James Brown, "Doc" Trammell and John Cox, all eldritch distillers. Four dispatches from the Santee Mountains yesterday, together with his son William Gosnell, James Brown, "Doc" Trammell and John Cox, all eldritch distillers. Four dispatches from the Santee Mountains yesterday, together with his son William Gosnell, James Brown, "Doc" Trammell and John Cox, all eldritch distillers.

DISCIPLINE AT THE NAVAL ACADEMY.

ANAPOLIS, Md., Feb. 5.—This morning Superintendent Ramsay issued an order directing that, until further orders, cadets at the Naval Academy be organized into three divisions of three crews each. All cadets not quartered on board the Santee will be quartered in the upper cadet quarters. He also announced the promotion of certain cadets of the lower classes to fill the places of resignant cadet officers. The latter order is something novel, and will undoubtedly be a better thing for the cadets to take, as they are strong in case of emergency. The order is understood to have been given to accept, as to resign now, under the circumstances, would be open mockery.

THE CONNECTICUT JUDICIARY.

NEW-HAVEN, Conn., Feb. 5.—At a meeting of the Civil Service Reform Association held here to-night, a committee consisting of Lynde Harrison, Simon E. Baldwin, John T. Platt, James P. Colby, and William H. Law, submitted resolutions providing for the reorganization of the Connecticut Judiciary. The resolutions were adopted by a large majority. The committee will present the resolutions to the General Assembly, of Judges of Common Pleas, City and Police Courts.

STABBED OVER A GAME OF CARDS.

Pasquale Bruno, Michael Meechi and Recco Peppi, three Italian laborers, occupy a room on the third floor of the tenement house at No. 115 Mulberry-st. Last night at 11 o'clock they were playing a game of cards called "moores." A dispute arose in which Meechi accused Bruno of cheating. Bruno retorted, accusing Meechi of doing the same thing. Meechi drew a double-edged knife and rushed upon Bruno, stabbing him twice in the breast and then cut him across the stomach, inflicting a long and deep wound. Meechi then fled, but Peppi sprang upon him and tried to stop him. The murderer flung him on the ground and after a few minutes' struggle, Meechi disappeared in the street. Peppi ran after him. At Hester-st. he met Officer Quinn, of the Fourteenth Precinct. He returned with the officer to the home of the murderer. An ambulance was sent for and he was taken to St. Vincent's Hospital, where the surgeon pronounced his wound in the stomach a fatal one. Both the Italians were unmarried. The murderer is twenty-six years old and his victim only twenty-three.

A description of the murderer was sent out from Police Headquarters by Inspector Kelly, by Inspector Dilks. He is five feet, five inches in height, with a check-jaw over a Carigan jacket, dark trousers and a soft felt hat.

THE ACCIDENT TO THE OLD COLONY.

The steamboat Old Colony, which went ashore in a fog on Hart's Island, on Sunday, was sent to sea last night. Tugs and lights were sent to her, to which will be sent her, for fear, when it is expected that she will be floated without much damage. It was expected to get her ashore last night or to-day.

ATTEMPTED SUICIDE OF A GERMAN.

Francis Wohlgeborn, of No. 422 Grand-st., took a dose of hydrocyanic acid last night. He was removed to Chambers Street Hospital. He is a German and is believed to be a member of the German Society. He was taken with suicidal intent could not be ascertained.

TELEGRAPHIC NOTES.

FAILURE OF A SOUTHERN MANUFACTURER. RALEIGH, N. C., Feb. 5.—W. S. Battle has made an assignment. His liabilities are stated at \$25,000. He owns considerable real estate in Raleigh and is believed to be a member of the German Society.

A DIVIDEND ON THE SPRINGFIELD NOTES. PROVIDENCE, Feb. 5.—Mr. Charles, trustee, began to-day paying a dividend of \$25,000 on the Springfield notes. The dividend is \$25,000.

RESUMPTION AT TWO BOX WORKS. READING, Penn., Feb. 5.—The reading mill of the Reading Iron Works, which had been closed for some time, was resumed to-day after nearly six weeks' idleness.

COMPANIES INCORPORATED IN ALABAMA. ALBANY, N. Y., Feb. 5.—The President Iron Company, of Albany, capital \$100,000, and the Henry & Donald Reed Manufacturing Company, of New-York, capital \$200,000, were incorporated to-day.

NEWSPAPER CONSOLIDATION IN GEORGIA. ATLANTA, Ga., Feb. 5.—Marcus E. Thompson, editor and proprietor of the *Atlanta Constitution*, will consolidate the two papers and also publish *The Evening Herald*.

ADVANCE OF BELL TELEPHONE STOCK. BOSTON, Feb. 5.—The Bell Telephone Company to-day had telephone stock, which went at 250 on Saturday and was 255 bid on the Board today afternoon, at 260 1/4 and 261 1/4, and the market closed at 261 1/4.

ICE-BOARDS STAMPEDES RELEASED. CASTLE, Me., Feb. 5.—The revenue steamer *Wendell* was released in releasing the ice-boards which had been impounded at the mouth of the Penobscot Bay, where the steamer *Penobscot* had been for two days and nights.

THE PHILADELPHIA COTTON-ROLLERSHIP. PHILADELPHIA, Feb. 5.—Attorney General Cassiday to-day filed a bill in equity for a writ of quo warranto to the Supreme Court in the matter of the City Cotton-rollership. The bill is against the City Cotton-rollership. The bill is against the City Cotton-rollership.

SMALLPOX IN VIRGINIA. LYNCHBURG, Va., Feb. 5.—Reports represent that a panic has been created throughout all the southwestern counties of the State, owing to the fact that smallpox is believed to have been introduced into the State by a party of persons who have been visiting in the State. The people are extremely excited.

RACE BETWEEN ICE-YACHTS. PORTHOLE, N. Y., Feb. 5.—The race for the challenge between the *Albatross* and the *Albatross* was held to-day at Poughkeepsie. The *Albatross* was defeated by the *Albatross*. The *Albatross* was defeated by the *Albatross*.

ENGLAND AND IRELAND.

FURTHER DISCLOSURES IN DUBLIN.

THE ATTEMPT TO MURDER FIELD, THE JURYMAN—THE PRISONERS CHARGED WITH THE PHOENIX PARK MURDER.

DUBLIN, Feb. 5.—The investigation of the charges against persons implicated in the alleged conspiracy to murder Government officials was resumed to-day. The Kilmainham Court House was again densely crowded. The general audience consisted largely of lords, high officials, college professors and professional men, showing with what careful discrimination tickets of admission to the court had been issued. Before the magistrates took their seats, Michael Kavanagh, the carman, was led into the prisoners' dock between two policemen. This new departure caused much speculation. The prisoner has a low, retreating forehead and a sinister appearance. He looks anxious and nervous. Brady, when he entered the prisoners' dock, had a swarthy manner. Kelly was pale, but defiant looking.

A little girl, named Ellen Brady, identified Kavanagh as the driver of the car which contained the men who intended to assassinate Mr. Field, the juryman. The identification of Kavanagh by the girl was particularly complete. She says that she spoke to him and asked him whom he was waiting for. She saw him, when going on messages, three times in half an hour. Immediately after her return the third time, she heard cries of murder and immediately ran to the door. By that time there were two men besides the driver in the car. The third man was just mounting. She was only able to identify Kavanagh. She was severely cross-examined but never faltered in her testimony. When Kavanagh was identified he blushed and smiled uneasily.

Besides Kavanagh, Joseph Brady and Timothy Kelly were also arraigned in connection with the attempt to murder Mr. Field. After the evidence in the Field case was in, the two Carneys, the two Mullets, Whelan, Brady, Kelly and Kavanagh were charged with the murder of Lord Frederick Cavendish and Mr. Burke. James Mullet laughed when the charge was read, but none of his companions joined him.

A sensation was caused by the reading of extracts from books found when the Fenian Armory in Crosskevin-st., was seized. One in the form of a diary kept by Patrick Whelan, records his appointment as treasurer of the Executive Committee of the Irish Republican Brotherhood; purchases in London of snail shells and of a Bunsen electric battery; the minutes of a meeting of the Executive Committee; and a resolution which was afterwards proposed at the Rotunda meeting of the Land League by the Nationalists, and of a meeting to consider the advisability of sending James Mahon to America to consult "our chief," James Stephens. This reference to Stephens caused laughter among the prisoners and the audience. Among other entries in Whelan's diary is the following: "Prior to the death of John O'Mahoney the I. R. B. had lost its effectiveness and prestige. No longer dreaded as a revolutionary body, it had become a mere tool in the hands of Parliamentary aspirants." Another book contained a list of the members of the Workmen's Club. The Police Inspector admitted that Whelan had formerly been arrested but was not tried.

William Winter was placed on the witness stand to prove the letting of Temperance Hall in Cullinstreet, to Patrick Whelan for drilling purposes, but he failed to identify the prisoner in the dock.

In the course of the examination of a policeman, called as a witness, he deposed to the finding of the murdered body of Mr. Bailey, an informer, in the street in Crosskevin-st. He deposed that this matter was wholly irrelevant. Mr. Murphy replied that he was prepared to prove that the prisoners were members of a conspiracy to which he would trace all the murders in the city during the last few years, and he would prove that Bailey was connected with the discovery of the Fenian armory in Brabazon-st.

Much time was occupied in proving the letting of a large room in Peter-st. to James Carey, member of the Dublin Corporation, ostensibly as a reading room, but really for the purpose of drilling men. He left the room in October, 1879, and was informed, the informer, who let the room, identified Brady and James Carey as having been present at meetings there. The seizure of a quantity of arsenic in Whelan's house was mentioned. Mr. Murphy stated that the finding of ammunition, a revolver and two daggers in Joseph Mullet's house the prisoners were damaged until next Saturday.

THREATS AGAINST ENGLISH LEADERS.

LONDON, Feb. 5.—Sir William Vernon Harcourt, the Home Secretary, who is now on a visit at Richmond, Yorkshire, is the subject of the most extraordinary threats. It is presumed because of his extraordinary precautions, it is presumed because of his extraordinary precautions, it is presumed because of his extraordinary precautions.

Mr. Gladstone has received a threatening letter announcing that an arrangement has been made to murder him if he returns to London. No importance is attached to the threat.

EARL SPENCER GOES TO ENGLAND.

DUBLIN, Feb. 5.—Earl Spencer, Lord Lieutenant of Ireland, left Dublin this morning for England. His departure was unexpected and has caused a great deal of speculation. Earl Spencer has announced that between February 14 and March 7 sessions will be held to hear appeals under the Crimes Act.

INCIDENTS IN THE AGITATION.

DUBLIN, Feb. 5.—The Bishop of Killala has issued a pastoral condemning secret societies as establishing a tyranny opposed to which the state of things they profess to desire to remove is liberty itself.

THREAT, Feb. 5.—An informer has tendered evidence in regard to the murder of Mr. Harcourt, a member of the House of Commons, who was shot in the street in Crosskevin-st. It is supposed that the murderer is now in prison.

DUBLIN, Feb. 5.—The Grand Jury to-day considered the case of Mr. O'Brien, Editor of the *United Irishman*, who was recently charged with sedition. The Grand Jury found him guilty of sedition and sentenced him to six months' imprisonment.

A man named Murray, who was arrested yesterday at Gravesend on board the steamer *Avon*, upon his arrival there from Dublin, is believed to be the individual for whose arrest warrants were issued in Dublin last night. The man from Dublin has identified Carey as the murderer of Mr. Harcourt.

SUFFERING IN COUNTY GALWAY.

DUBLIN, Feb. 5.—A man was found starved to death at Longford, County Galway. At the inquiry, a Poor-Law Guardian said that the case was only one of many.

A crowd of hungry people gathered in front of the house of Lordunghy of the Rev. Patrick Digby, Roman Catholic Bishop of Clonfert, on Sunday. The Bishop informed them that he and the priests had distributed every available article, and said that the opening of relief works was the only resource left to relieve the suffering.

TRYING TO RECOVER STATE FUNDS.

NASHVILLE, Tenn., Feb. 5.—Counsel for the State to-day entered suit in the Chancery Court to recover \$57,000 from the Merchants' National Bank of Nashville. This is the amount the bank charged itself with and placed to the credit of M. T. Polk, State Treasurer, in order, as alleged, to enable him to sustain his statement of the condition of the affairs of the office which he made to the special committee appointed at the extra session of the Legislature last May. It is contended that by this entry the bank is estopped from denying the indebtedness. The bill of complaint further alleges that the action of the bank in protecting Polk at that time caused the State to lose nearly \$100,000, the amount of the deduction which occurred after Mr. Polk's death.

NOTHING HEARD FROM POWERS.

KINGSTON, N. Y., Feb. 5.—*The Morning Courier*, of this city, suspended publication on Saturday, until further notice. The establishment will be sold under mortgage foreclosure on March 10. Horatio Powers, the missing editor, is still undiscovered, and as the facts preceding his disappearance become more fully known, it is apparent that some light must be thrown upon the case. New liabilities come to light almost daily. Among his victims are several Methodist ministers. It has also been alleged that the Sunday-school superintendent took some \$60 or \$70 of Mission funds from the school Treasury when he left the town. And still more serious is the charge of forgery, which, however, is not yet fully substantiated. It is now believed that the unpaid claims against Powers were made out by his Company. Some think that he has gone to Australia.

THE ALABAMA DEFEALCATION.

VINCENT NOT DISGUSTED AT NASHVILLE—FREDERICK WOLFE'S RAILWAY STOCK REVIVED.

MONTGOMERY, Ala., Feb. 5.—The report that ex-Treasurer Vincent had been seen in Nashville with his board shaved off was incorrect. He was seen in Nashville last Tuesday by three gentlemen of this city, who say he was looking as usual. They saw him at breakfast, and he went on the through train.

SELMA, Ala., Feb. 5.—The sheriff of this county to-day lay on the stock of Frederick Wolfe in the Cincinnati, Selma and Mobile Railroad, of which he is president, on an attachment of the State of Alabama, in the defealcation case of Treasurer Vincent.

FOUR MEN KILLED IN A COLLISION.

DAYTON, Ohio, Feb. 5.—The south-bound passenger train on the Dayton and Michigan road, due here at 4:30 p. m., and the north-bound freight, due at Sidney at 4 p. m., came into collision near Kirkwood at 3:30 o'clock this afternoon. The freight train was going down a slight grade and around a slight curve when the passenger train dashed into it. John Miller, engineer of the passenger train; "Pat" Howard, fireman; Clarence Truman, conductor of the freight train; and F. Wheeler, baggage master, were killed. The